

**AMADOR COUNTY
TRANSPORTATION
COMMISSION**

OVERALL WORK PROGRAM

2009/10

Final Adopted June 17, 2009
Draft December 17, 2008

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INTRODUCTION

The Amador County Transportation Commission (ACTC) is established under the requirements of State Government Code Section 29535. In 1972 the ACTC was designated the Regional Transportation Planning Agency (RTPA) for the County of Amador by the Secretary of the State Business and Transportation Agency pursuant to Title 3, Division 3, Chapter 2, of the California Government Code.

As the RTPA for the Amador County Region, the ACTC is a planning and administrative agency for transportation projects and programs in Amador County. It is intended that the coordinated efforts of City, County and State level representatives and their technical staff, through the ACTC, will bring about positive improvements to overall County transportation needs. The Organizational Chart of the ACTC is shown as Appendix E to this document.

Senate Bill No. 1587 (2006) requires that each RTPA adopt a Regional Transportation Plan (RTP) every five years. In addition, Regional Transportation Improvement Programs (RTIPs) which nominate priority transportation projects for State funding, are required generally by the end of odd numbered years. The regional planning process is a continuous one in order to provide a planned transportation system which is responsive to the changing needs of Amador County and the State of California.

Local Transportation Funds (LTF) allocated to the ACTC per the Transportation Development Act (TDA) are used for TDA administration and required audits of the ACTC. In FY 2009/10, the ACTC's Draft OWP anticipates \$216,000 in Rural Planning Assistance (RPA) funds will be provided by Caltrans and \$110,000 in Planning Programming and Monitoring (PPM) funds from the California Transportation Commission. In addition to LTF and RPA funds, the ACTC uses some of its Regional Surface Transportation Program funds (RSTP) to extend support services to Caltrans and to local agencies.

This 2009/10 Overall Work Program for Amador County contains the following sections:

Regional Setting

A description of the planning area which describes the physical characteristics of the Amador County region, the existing transportation system, regional issues and needs, and special studies which address these issues and needs

Federal and State Funding Priorities

Recognition of Federal and State funding priorities

Public Input

A description of the ACTC's public participation process

Transportation Planning For Other Agencies

A description of Caltrans District 10 planning activities

Work Elements

A list of work elements describing their purpose, proposed products, and tasks/methodology

Budget Summary Chart

A budget summary detailing funding sources by expending agency and work element

Project Schedule Chart

A chart showing the completion schedule for each work element

This work program may be amended at anytime by the ACTC, until April 1, 2010, when the final amendment is due. Amendments require the approval of Caltrans only if they involve Regional Planning Assistance (RPA) or Planning, Programming and Monitoring (PPM) funds.

REGIONAL SETTING

Amador County is located in the center of the Mother Lode area along the western slope of the Sierra Nevada Mountain Range. According to the Department of Finance estimates, the total population of Amador County as of January 1, 2009 was 38,080. This represents an increase of 97 percent over the 1980 population of 19,314. The following table shows the population of the five incorporated cities and the unincorporated area:

| <u>City</u> | <u>Population</u> <u>as of January 1, 2008</u> |
|-------------------------|---|
| Amador City | 209 |
| Ione | 7,716 |
| Jackson | 4,319 |
| Plymouth | 1,032 |
| Sutter Creek | 2,681 |
| Unincorporated | 22,123 |
| Total County Population | 38,080 |

Because of its rural nature, transportation in Amador County is automobile oriented. State highways serving the County are Routes 16, 26, 49, 88, 104, and 124. These routes interconnect with a network of major and minor County roads and City streets which serve the local communities.

The Amador County Regional Transit System (ARTS), a joint-powers entity that includes the County and the five (5) incorporated cities, provides bus service to each city on a regular schedule.

One of the primary transportation problems in Amador County is the effect of recreational traffic on winding mountain roads and narrow downtown streets on weekends and during the tourist season. Amador County provides recreational facilities to thousands of people traveling to and through the County. Increased truck traffic and truck sizes are over-burdening local streets and highways as well as the circulation systems of the small cities. Widening the existing streets to accommodate more traffic is almost impossible due to the historic significance of the gold rush towns and the lack of available funding.

A more detailed list of transportation needs and issues are contained within the Regional Transportation Plan (RTP). These local concerns, together with State priorities, have dictated the work accomplished under past OWPs and have set the context for the work elements of the FY 09/10 OWP.

Considerable effort has gone into reformatting, upgrading, and updating Amador County's RTP over the past ten years. At the conclusion of fiscal year 1997/98 the ACTC adopted a major 1996/97 RTP Update and Program Environmental Impact Report (EIR). This product served the region for the next six years. Another major update to the RTP and its EIR was completed in 2004. The next major update is scheduled for 2009/10. The focus of work covered in the regions' Overall Work Programs not only supports development of these RTP Updates, it also helps to implement RTP policies and objectives.

Amador County has become classified a non-attainment area with regard to air quality standards for ozone. Ozone is associated, in large part, with automobile exhaust. High pollution levels in the County are believed to be associated with air traveling easterly out of more heavily populated valley areas more than they are with local traffic. All of the work elements are, nonetheless, efforts to reduce automobile traffic and emissions over the long run in Amador County by improving traffic circulation, reducing congestion, and including planning for non-automobile modes of travel.

FEDERAL PLANNING FACTORS

The work elements in this program are consistent with Federal and State funding priorities including the eight SAFETEA-LU planning factors to the extent they apply to rural Amador County:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

PUBLIC INVOLVEMENT PROGRAM

In establishing any ACTC policy document, including the RTP Update, public review and input is solicited. Public review is also encouraged during the preparation of all transportation planning studies developed in conjunction with the RTP, such as those listed in the annual OWPs. Citizens are encouraged to take an active role in all ACTC meetings. Specific public hearings required for citizen input include but are not limited to: annual public hearing on the determination of unmet transit needs; public hearing prior to adoption of the Regional Transportation Plan Update (every five years); public hearing prior to acceptance or adoption of other planning documents; and the County Planning Commission hearing prior to recommending adoption of the RTP as the Circulation Element of the County General Plan. In addition, public participation is encouraged at all monthly ACTC meetings. The Amador County Social Services Transportation Advisory Council (SSTAC), which contains representatives of public transit providers and transit dependent groups, advises the Commission directly regarding public transit consolidation, coordination, and unmet transit needs.

In fiscal year 2006/07 the ACTC increased its public outreach and involvement process based on new encouragement and requirements of the State and federal government. The Commission prepared a draft "Public Involvement Procedures" document that was made subject to public review and adoption along with the 2004 Amador County Regional Transportation Plan Update. Copies of the ACTC's Public Involvement Procedures are available through the ACTC office, 11400 American Legion Dr., Jackson, CA 94642, 209/267-2282, info@actc-amador.org.

As part of the 2004 RTP Update adoption process, the ACTC also held a series of informative workshops with agencies and organizations throughout Amador County. These workshops address the ACTC's roles and responsibilities as well as core elements, concerns, and issues addressed in the 2004 RTP Update. This presentation was provided to the County Board of Supervisors, the County Planning Commission, all five city councils, all four city planning commissions, and approximately a dozen other local organizations. The presentation and discussion was offered to all three federally recognized tribal governments in the County. Only the Jackson Rancheria responded and participated. This outreach effort is ongoing.

In 2005 the ACTC conducted follow-up presentations to all interested local agencies about RTP implementation and is working with Amador County, agencies, and citizens to bring public involvement in to the County General Plan Update process. A three part series of interagency communication workshops was held during April, May and June 2005. This was done to improve communication between agencies and expose the plans, programs and problems encountered by all agencies providing public service in Amador County. The third interagency communication summit conference was specifically dedicated to public comment.

In 2006/07, ACTC hired a new in-house assistant planner and program manager with the specific intention of improving interagency communications and public involvement in the land use/transportation planning process. In 2007/08, the ACTC expanded public participation even further by non-traditional methods such as local access television programs, posting announcements at community gathering spots (such as churches, active community centers, and Tribal Councils), articles in local newspapers, radio interviews, meetings with community service organizations, and other methods. All such communications ask for response and input via telephone call, email, or communications sent to ACTC and brought forth to regular or special ACTC meetings or public hearings. All comments and responses are considered with respect to established ACTC policies and programs and changes are incorporated as deemed appropriate by the ACTC. All public comments are responded to by telephone call, email response, minute order and/or written correspondence.

NATIVE AMERICAN CONSULTATION

There are three federally recognized tribal governments in Amador County: Buena Vista Rancheria; Ione Band of Miwok Indians; and Jackson Rancheria. Consultation with Native American Tribal Governments, is required under State and federal regulations to be a proactive effort on the part of ACTC that goes above and beyond the Commission's public involvement program. The ACTC is required to make a concerted effort to directly contact, visit, if possible, and consult with Tribal governments and not just invite them to scheduled public meetings or hearings.

In prior years ACTC has demonstrated conformance with these requirements with the following specific actions.

- Obtained names and addresses of Native American representatives in Amador County from Caltrans Native American coordinator/liaison
- Invited all Native American leaders to participate in the 2000-2004 RTP Update process (Jackson Rancheria was the only tribe to send representatives)
- Directly wrote to, emailed, and telephoned the tribal government serving the Ione Band of Miwok Indians and the Buena Vista Rancheria expressing desire to consult with them regarding Amador County transportation matters
- Cooperated with Caltrans Native American coordinators in review of 49 Bypass project by concerned Native American organizations and individuals
- Included Native American organizations and individuals in development of conservation easement for 135 acres of open space lands being acquired as part of the 49 Bypass project
- Included Native American organization in development of the Amador County Rural Blueprint (UPlan) project.

TRANSPORTATION PLANNING FOR OTHER AGENCIES

Caltrans' OWP Guidance requires that an Information Element be included in the Overall Work Program. The Information Element is a list of other planning activities in the region, and will primarily be comprised of Caltrans' System Planning activities. A chart summarizing Caltrans' planning activities is provided in Appendix D.

Caltrans Transportation Planning Branches include System Planning, community planning, and Regional Planning. System planning is Caltrans' long-range transportation planning process used to identify and prioritize future transportation improvements in cooperation with its planning partners. System planning creates documents to be used as tools by project level staff assigned to subsequent candidate projects. System Planning develops (a) Transportation Concept Reports, (b) Transportation System Development Programs, and (c) District System Management Plans.

The Transportation Concept Report (TCR) is a system planning document which includes a 20 year transportation concept for how a California State Highway should operate and broadly identifies the nature and extent of improvements needed on a facility to attain that operating condition. The TCR helps Caltrans to identify long-range objectives and guides short-term decisions for highway improvements. The TCR provides general information about route corridors including route designations, environmental conditions, right-of-way issues, transit, land-use and development issues, and present and future operating conditions and deficiencies.

The TCR is prepared by Caltrans' staff in cooperation with the regional and local agencies that have jurisdiction within a corridor. The objective of the TCR is to have consensus on route or corridor concepts, improvement priorities, and planning strategies. It is for conceptual planning only and does not necessarily determine policy.

A Transportation System Development Program (TSDP) is a document that provides a benchmark for measuring progress toward attainment of the 20-year concept. The TSDP identifies transportation corridor improvements for modal options and applications analyzed in the TCR, District System Management Plan (DSMP), and regional studies. The TSDP improvements must be consistent with the strategies of the DSMP and should be consistent with regional plans.

The District System Management Plan (DSMP) is a long range improvement strategic and policy planning document, which is based on anticipated funding. The DSMP presents how the district envisions the transportation system will be maintained, managed and developed over the 20 years and beyond, and is the State's counterpart to the regional transportation plan (RTP).

Intergovernmental Review (IGR) is required by both State and Federal legislation. IGR evaluates all development plans for environmental impacts and the consequences of proposed projects in the reviewing agency's responsible areas. The District has established a formal Local Development Review (LDR) process to assess the impacts of proposed plans, projects, and programs on the State transportation system within the District, primarily through the review of environmental documents and supporting documentation. IGR is based on LDR.

Regional Planning serves as the initial point of planning contact at the District with the RTPAs, MPOs, and other planning partners. District regional planners are responsible for both technical assistance/comment, and the circulation of transportation planning related documents within District and Headquarters, such as OWPs, RTPs, ITS, etc.

WORK ELEMENTS

WORK ELEMENT 09/10-1 TRANSPORTATION DEVELOPMENT ACT ADMINISTRATION

PURPOSE

The purpose of this work element is to ensure adequate staffing to fulfill the Commission's legal responsibilities under the Transportation Development Act (TDA). The purpose of this work element is also to hire an audit consultant to complete audits of the ACTC and all "claimants" of TDA funds.

PREVIOUS WORK

- Conduct unmet needs hearing process
- Prepare LTF apportionments and allocations and review subsequent expenditures
- Contract for and participate in development of annually required TDA audits
- Maintain active SSTAC
- Oversee and administer Social Service Transportation Inventory and Action Plan Update
- Oversee and administer FTA and/or RPA funded transit related studies
- Provide assistance to claimants in completing claims and resolving audit findings concerning use of TDA funds
- Provide technical assistance to FTA Section 5310 applicants and tasks associated with the programming of Section 5311 funds

PROPOSED PRODUCTS

- Unmet needs resolution
- LTF apportionments and allocations
- Annual financial and compliance audit
- Triennial Performance Audit FY 06/07 – 08/09

TASKS/METHODOLOGY

1. Conduct unmet needs hearing process (October – January)
2. Prepare LTF apportionments and allocations and review subsequent expenditures (Feb-Aug)
3. Contract for and participate in development of annually required TDA audits (July – June)
4. Contract for and participate in development of Triennial Performance Audit for FY 06/07-08/09 (July – December)
5. Maintain active SSTAC (July – June)
6. Provide assistance to claimants in completing claims and resolving audit findings concerning use of TDA funds (August – December)
7. Prepare applications for FTA grants
8. Provide technical assistance to FTA Section 5310 applicants and tasks associated with the programming of Section 5311 funds

FUNDING SOURCES/RESPONSIBLE AGENCIES

| SOURCE Responsible Agency | LTF ACTC | LTF Consultant | RSTP Consultant | TOTALS |
|------------------------------|-------------|-------------------|--------------------|-----------|
| ACTC & Consultant | \$15,000 | \$70,000 | 40,000 | \$125,000 |

WORK ELEMENT 09/10-2 PLANNING/PROGRAMMING ADMINISTRATION

PURPOSE

The purpose of this work element is to provide administrative, financial, and legal support for the operation of the Amador County Transportation Commission and its advisory committees and consultants through activities listed below.

PREVIOUS WORK

- Maintain the Commission's office and equipment
- Preparation of agendas, minutes, notices, and correspondence.
- Conduct regular and special ACTC meetings
- Develop and oversee Overall Work Program and annual budgets
- Personnel administration
- Track legislation pertinent to the transportation planning process
- Purchase equipment
- Administration and management of state and federal funded programs as required (RPA, PPM, TEA, RSTP Exchange, etc.)
- Obtain necessary legal consultation and oversight of all ACTC activities

PROPOSED PRODUCTS

- Annual Overall Work program
- Documentation of Commission and/or TAC meetings
- Monthly Executive Director's reports
- Reports on legislative measures
- Personnel reviews
- Update Commission's Organization and Procedures Manual
- Administration and management of state and federal funded programs as required
- Coordination of fund accounts with County Auditor
- All related internal record keeping
- Document Tribal government-to-government relations
- Obtain necessary legal consultation and oversight of all ACTC activities

TASKS/METHODOLOGY (All tasks are ongoing year-long activities)

1. Maintain the Commission's office and equipment
2. Preparation of agendas, minutes, notices, and correspondence
3. Conduct regular and special ACTC meetings
4. Develop and oversee Overall Work Program and annual budgets
5. Personnel administration
6. Track legislation pertinent to the transportation planning process
7. Administration and management of state and federal funded programs as required
8. Obtain necessary legal consultation and oversight of all ACTC activities
9. Coordinate, consult, and collaborate with the three Tribal Governments

FUNDING SOURCES/RESPONSIBLE AGENCIES

| SOURCE Responsible Agency | LTF ACTC | RSTP Consultant | TOTALS |
|------------------------------|-------------|--------------------|----------|
| ACTC & Consultant | \$4,000 | \$40,000 | \$44,000 |

WORK ELEMENT 09/10-3 PLANNING AND PUBLIC/INTERAGENCY COORDINATION

PURPOSE

The purpose of this work element will be to operate and maintain an effective regional transportation planning program as embodied in all work elements described in the 2009/10 work program.

PREVIOUS WORK

- Adoption of 2004 Amador County Regional Transportation Plan and General Plan Circulation Element
- Completion and certification of 2004 RTP Program EIR
- Completion of public and interagency review of the 2004 RTP, and Program EIR
- Review development projects that have a potential to generate “significant impacts” on the regional transportation system and provide comments to lead agencies
- Completion of Memorandum of Understanding (MOU) with Alpine, Amador, and Calaveras Counties for pooling of STIP funds to construct four state highway projects on the Interregional Route System (IRRS)
- Executed new Tri-County MOU II for STIP funds to develop and deliver two more interregional State highway projects
- Preparation of 2004 and 2006 RTIPs in coordination with Caltrans, CTC, and regional partners
- Completion and adoption of City General Plan Circulation Elements (five incorporated Cities) as integral components of the Countywide 2004 RTP
- Served as RCTF Chairman and representative, participated with Caltrans and CTC in efforts to improve planning and project delivery for all rural counties in the State
- County and City local road pavement condition analyses and draft pavement management systems/programs
- Rural county survey and report regarding needed funds for local road rehabilitation and maintenance
- Development of state/local funding partnerships for needed (non-STIP) state highway improvements (including SR 88/49 intersection in Martell, SR 88/49 intersection in Jackson, SR 49/Main Street intersection in Jackson, Sutter-Ione Road in Sutter Creek, etc.)
- Monitor status of the Central Amador Railroad and improve safety of its highway rail crossings.
- Assist with Westover Field Airport Master Plan Update and participate in efforts to obtain federally funded airport improvements as required/requested
- Completion of six county Valley to Foothill Intermodal Sub-Area Study
- Completion of transportation corridor planning efforts in support of RTP Updates (Ridge/Climax Road Corridor, Pine Grove Corridor, Jackson, Ione, Martell, etc.)
- Assist County and cities with adoption and implementation of regional and local traffic mitigation fee programs
- Investigate viability of local option sales tax; develop expenditure plan and implementation program (for ballot November 7, 2006; measure failed)
- Development, approval, and adoption of 2009/10 DBE programs for all cities, the County, the ACTC, and ARTS
- Develop and adopt Public Involvement Procedures
- Development of and cities, County, Caltrans’ adoption of the Caltrans/Local Government IGR Guide Development of and cities, County, ACTC adoption of the Countywide Pedestrian and Bicycle Transportation Plan
- Development of and cities, County, ACTC support of the UPLAN (rural blue print) planning program for Amador, Calaveras, and Alpine Counties

WORK ELEMENT 09/10-3 PLANNING AND PUBLIC/INTERAGENCY COORDINATION

PROPOSED PRODUCTS/ONGOING TASKS

(All tasks are ongoing year-long activities with products such as letters and meeting notes, except for RTIPs which are subject to State schedules)

- Maintain, implement, and begin to update 2004 RTP including:
 - Review major land use development projects for consistency and provide comments
 - Pursue funding partnerships for needed improvements to regional system
 - Work with Cities to implement regional and local traffic mitigation fee programs
 - Maintain integral relationship with Cities' and County General Plan Land Use and Circulation Elements
 - Monitor, clarify, and implement adopted goals, policies, objectives, and standards
- Pursue funding for local road rehabilitation and maintenance
- Maintain communications with Alpine and Calaveras Counties as well as Caltrans and CTC regarding pooled STIP funds and RIP/IIP partnership
- Implement new three county MOU in anticipation of 2010 and 2012 STIPs
- Participate in Regional Transportation Planning Agency (RTPA) Group and Rural County Task Force (RCTF) meetings and workshops
- Improve working relationship with Caltrans IGR to assist Caltrans with their efforts to participate in local land use decisions
- Improve working relationship with Caltrans' system planning process such as participation in Transportation Concept Report revisions, etc.
- Conduct outreach and other communications with Cities, County, schools, tribal organizations and other agencies as necessary to ensure proper interagency understanding and coordination of transportation planning
- Maintain and implement public involvement procedures and program
- Continue to monitor and maintain communications with managers of airport facility, rail facility, countywide transit agency (Amador Regional Transit), city and county circulation systems, highway safety (CHP), and other transportation related agencies to ensure adequacy of and improvement to regionwide intermodal transportation system
- Continue to try and help maintain the regional Intelligent Transportation Systems (ITS) architecture fulfilling federal requirements which state; "agencies and other stakeholders participating in the development of the regional ITS architecture shall develop and implement procedures and responsibilities for maintaining it, as needs evolve within the region."
- Fulfill new air quality non-attainment requirements in coordination with Amador County Air Pollution Control District, Caltrans, and other involved agencies
- Document Tribal government-to-government relations.
- Monitor and participate in State's efforts to implement transportation and infrastructure bond measures and secure additional funds for Amador County from these sources.
- Serve on State's RTP Guidelines committee and initiate 2009/10 RTP Update.
- Work with cities and County to update and clarify LOS policies and other General Plan policies or programs involving land use and transportation.
- Monitor and assist County and cities with General Plan Updates focusing in particular on maintenance of adequate traffic and circulation given the outlook for significant new future land use development scenarios.
- Develop UPlan and share this tool with cities and County for development of their General Plan Updates.
- Develop Circulation Mapping Exercise (CMX) for use in establishing community backed circulation plans in Martell, Jackson, Pine Grove, and Plymouth as well as more efficient land use development project review and Caltrans permitting.

WORK ELEMENT 09/10-3 PLANNING AND PUBLIC/INTERAGENCY COORDINATION

PROPOSED PRODUCTS/ONGOING TASKS (continued)

- Maintain transportation funding programs including Amador County's components of the State Transportation Improvement Program (STIP) and Federal Transportation Improvement Program (FTIP) as well as the County Regional Traffic Mitigation Fee Program (RTMFP) and Congestion Management and Air Quality (CMAQ) programs.
- Monitor and communicate with city, County, Caltrans, and Tribal governments about implementation of mitigation measures/conditions placed upon development approval that involve regional transportation facilities.

TASKS/METHODOLOGY (ONGOING)

(All tasks are ongoing year-long activities with products such as letters and meeting notes, except for RTIPs which are subject to State schedules)

1. Maintain, implement, and begin to update 2004 RTP including:
 - Review major land use development projects for consistency and provide comments
 - Pursue funding partnerships for needed improvements to regional system
 - Work with Cities to implement regional and local traffic mitigation fee programs
 - Maintain integral relationship with Cities' and County General Plan Land Use and Circulation Elements
 - Monitor, clarify, and implement adopted goals, policies, objectives, and standards
2. Pursue funding for local road rehabilitation and maintenance
3. Maintain communications with Alpine and Calaveras Counties as well as Caltrans and CTC regarding pooled STIP funds and RIP/IIP partnership
4. Implement new three county MOU in anticipation of 2010 and 2012 STIPs
5. Participate in Regional Transportation Planning Agency (RTPA) Group and Rural County Task Force (RCTF) meetings and workshops
6. Improve working relationship with Caltrans IGR so that Caltrans will do a better job of participating in local land use decisions
7. Improve working relationship with Caltrans' system planning process such as participation in Transportation Concept Report revisions, etc.
8. Conduct outreach and other communications with Cities, County, tribal organizations and other agencies as necessary to ensure proper interagency understanding and coordination of transportation planning
9. Maintain and implement adopted public involvement procedures and program (website)
10. Continue to monitor and maintain communications with managers of airport facility, rail facility, countywide transit agency (Amador Regional Transit), city and county circulation systems, highway safety (CHP), and other transportation related agencies to ensure adequacy of and improvement to regionwide intermodal transportation system
11. Continue to try and help maintain the regional Intelligent Transportation Systems (ITS) architecture fulfilling federal requirements which state; "agencies and other stakeholders participating in the development of the regional ITS architecture shall develop and implement procedures and responsibilities for maintaining it, as needs evolve within the region."
12. Fulfill new air quality requirements with Amador Air Quality Control District and other involved agencies
13. Coordinate, consult, and collaborate with the three Tribal Governments.
14. Monitor and participate in State's efforts to implement transportation and infrastructure bond measures and secure additional funds for Amador County from these sources.
15. Serve on State's RTP Guidelines committee and initiate 2009/10 RTP Update.
16. Work with cities and County to update and clarify LOS policies and other General Plan policies or programs involving land use and transportation.

WORK ELEMENT 09/10-3 PLANNING AND PUBLIC/INTERAGENCY COORDINATION

TASKS/METHODOLOGY (ONGOING) (continued)

(All tasks are ongoing year-long activities with products such as letters and meeting notes, except for RTIPs which are subject to State schedules)

17. Monitor and assist County and cities with General Plan Updates focusing in particular on maintenance of adequate traffic and circulation given the outlook for significant new future land use development scenarios.
18. Develop UPlan and share this tool with cities and County for development of their General Plan Updates.
19. Develop Circulation Mapping Exercise (CMX) for use in establishing community backed circulation plans in Martell, Jackson, Pine Grove, and Plymouth as well as more efficient land use development project review and Caltrans permitting.
20. Maintain transportation funding programs including Amador County's components of the State Transportation Improvement Program (STIP) and Federal Transportation Improvement Program (FTIP) as well as the County Regional Traffic Mitigation Fee Program (RTMFP) and Congestion Management and Air Quality (CMAQ) programs.
21. Monitor and communicate with city, County, Caltrans, and Tribal governments about implementation of mitigation measures/conditions placed upon development approval that involve regional transportation facilities.

FUNDING SOURCES/RESPONSIBLE AGENCIES

| SOURCE Responsible Agency | LTF ACTC | RPA ACTC | TOTALS |
|------------------------------|-------------|-------------|-----------|
| ACTC & Consultant | \$118,000 | \$216,000 | \$334,000 |

WORK ELEMENT 09/10-4 TRAFFIC ENGINEERING ASSISTANCE

PURPOSE

The purpose of this work element is to obtain assistance from a traffic engineering consultant who will maintain the Amador County Regional Traffic Model and is trained to work with this model. The purpose of this work element is to use the model to oversee the effects of new, significant public and private developments on the circulation system. The purpose of this work element is also to maintain consultant services necessary to support efforts to implement policies and objectives of the Regional Transportation Plan, related to growth and land use development and its effects upon mobility, access and circulation.

PREVIOUS WORK

In previous fiscal years (95/96 through 08/09), the Commission used its traffic model to maintain and implement adopted RTP goals, policies and objectives. This work requires the services of a traffic engineering consultant trained in use of the TRANSCAD model and familiar with Amador County local agencies. Over the past years, this work element has been used to oversee mitigation of traffic impacts from a number of public and private development projects in Amador County. It has also been used to provide updated information for use in the 2004 RTP Update, to insure proper "nexus" and "proportionality" in adopted local and regional traffic mitigation fee expenditure plans, and to provide information needed by Caltrans for air quality planning. In past years, ACTC consultants have also begun to assist ACTC staff in efforts to improve the Amador County Planning and Public Works Agencies' overall process for reviewing the traffic impacts of new development. Meetings have also been held with city planning agencies and with Caltrans Planning and Local Programs to try and improve coordination with city government planning processes as well as Caltrans IGR and encroachment permit divisions.

PROPOSED PRODUCTS

- Review and monitor land use development projects/proposals occurring with the County and each of the Cities and assist ACTC staff in developing appropriate comments, suggestions for adequate mitigation, etc.
- Assist in the establishment of new regional transportation policies related to traffic impacts of new development projects as well as funding programs to help ensure policies are successfully implemented.
- Work with ACTC and GIS mapping technicians in Amador County's Information Technology Department to identify and map transportation improvements proposed by the traffic impact studies and project study reports using the newly developed CMX tool.
- Assist with development of new traffic impact study guidelines which will be easier for the general public and elected officials to understand and which will help achieve RTP policies and funding programs.
- Assist in applying Smart Growth, infill, TOD, and other emerging strategies for linking land use and transportation planning which will reduce reliance on single occupancy automobile use and improve air quality.
- Aid in development, maintenance, and implementation of the Amador countywide traffic model. Assist in interpretation and application of the model to the countywide RTP update, Amador County General Plan update, City General Plan updates, and the review of traffic impacts for any proposed development projects.
- Assist in interpreting and implementing the adopted countywide pedestrian and bicycle transportation plan as well as development of a new countywide Transit Development Plan.

WORK ELEMENT 09/10-4 TRAFFIC ENGINEERING ASSISTANCE

PROPOSED PRODUCTS (continued)

- Assist with establishment of up to five community-based transportation plans and realistic funding strategies.
- Participate in bi-monthly ACTC staff meetings to monitor and coordinate progress. Provide bi-annual progress reports to the Commission.
- Provide public presentations and participate in meetings with Caltrans, City/County staff, and/or project developers as necessary for successful implementation of development and transportation improvement projects.

TASKS/METHODOLOGY (All tasks are ongoing year-long activities)

1. Review and monitor land use development projects/proposals occurring with the County and each of the Cities and assist ACTC staff in developing appropriate comments, suggestions for adequate mitigation, etc.
2. Assist in the establishment of new regional transportation policies related to traffic impacts of new development projects as well as funding programs to help ensure policies are successfully implemented.
3. Work with ACTC and GIS mapping technicians in Amador County's Information Technology Department to identify and map transportation improvements proposed by the traffic impact studies and project study reports using the newly developed CMX tool.
4. Assist with development of new traffic impact study guidelines which will be easier for the general public and elected officials to understand and which will help achieve RTP policies and funding programs.
5. Assist in applying Smart Growth, infill, TOD, and other emerging strategies for linking land use and transportation planning which will reduce reliance on single occupancy automobile use and improve air quality.
6. Aid in development, maintenance, and implementation of the Amador countywide traffic model. Assist in interpretation and application of the model to the countywide RTP update, Amador County General Plan update, City General Plan updates, and the review of traffic impacts for any proposed development projects.
7. Assist in interpreting and implementing the adopted countywide pedestrian and bicycle transportation plan as well as development of a new countywide Transit Development Plan.
8. Assist with establishment of up to five community-based transportation plans and realistic funding strategies.
9. Participate in bi-monthly ACTC staff meetings to monitor and coordinate progress. Provide bi-annual progress reports to the Commission.
10. Provide public presentations and participate in meetings with Caltrans, City/County staff, and/or project developers as necessary for successful implementation of development and transportation improvement projects.

FUNDING SOURCES/RESPONSIBLE AGENCIES

| SOURCE Responsible Agency | RSTP Consultant Contract | TOTALS |
|------------------------------|-----------------------------|----------|
| Consultant | \$48,000 | \$48,000 |

WORK ELEMENT 09/10-5 STATE PROJECT DELIVERY ASSISTANCE

PURPOSE

The purpose of this work element will be to utilize professional consulting services to assist Caltrans with coordination and communication between local, Tribal and State governments and to ensure progress towards timely construction of Amador County's top priority SHOPP projects as well as all Tri-County STIP projects.

PREVIOUS WORK

During previous years, the ACTC and its consultants have worked cooperatively with Caltrans District 10 and the California Transportation Commission staff to fund, develop, and deliver the Highway 49 Bypass project. The effort proved successful with CTC allocation of funding necessary and Caltrans completing construction in spring 2007. From 1999 through 2007 the ACTC monitored and assisted Caltrans with delivery of the 49 Bypass and other Tri-County projects. Monitoring and assistance with unfinished follow-up items continues through 2007/08. Assistance with Caltrans delivery of local prioritized SHOPP and MINOR projects was also a service provided in prior years.

PROPOSED PRODUCTS

The proposed products for this work element are successful construction of the Amador 49 Bypass, the Highway 4 and Highway 88 passing lane projects and the Highway 4 Angels Camp bypass project (the Tri-County STIP projects). Pending adoption of the 2008 STIP, products will also include successful initiation of two new major state highway projects: the SR 88 Pine Grove Corridor and the SR 4 Wagon Trail Expressway projects. Another proposed product will be Caltrans' completion of locally prioritized SHOPP and MINOR projects.

TASKS/METHODOLOGY (All tasks are ongoing year-long activities)

1. Extend contract for on-call outside consulting services (Maas & Associates) for oversight of Caltrans STIP and SHOPP project delivery.
2. Communicate regularly with Caltrans staff to ensure progress toward timely delivery of the projects and provide monthly reports to ACTC.
3. Review Caltrans progress reports with ACTC and carry out follow-up investigations/clarifications as may be necessary.
4. Assist in efforts to expedite timely and cost-effective completion of priority Amador County STIP and SHOPP projects.
5. Present findings and conduct discussions with Caltrans District 10, Headquarters, and/or California Transportation Commission if project delivery does not proceed according to schedule and budget.
6. Maintain communication with STIP fund partners Alpine and Calaveras Counties and provide assistance as necessary to ensure that all Tri-County STIP projects are completed on schedule.
7. Maintain action item lists as well as project cost and schedule monitoring charts in the form desired by ACTC concerning programming and delivery status of all STIP and SHOPP projects.
8. Develop and execute cooperative agreements and other necessary approvals for ACTC and Calaveras COG to become the agencies responsible for development of the Pine Grove and Wagon Trail projects.
9. Provide regular monthly progress reports for ACTC meetings concerning programming and delivery status of all STIP and SHOPP projects.

FUNDING SOURCES/RESPONSIBLE AGENCIES

| SOURCE Responsible Agency | PPM Consultant Contract | RSTP Consultant | TOTALS |
|------------------------------|----------------------------|--------------------|----------|
| Consultant | \$12,000 | \$4,000 | \$16,000 |

WORK ELEMENT 09/10-6 LOCAL PROJECT DEVELOPMENT AND DELIVERY_SUPPORT

PURPOSE

The purpose of this work element will be to maintain a consultant to serve as a local project manager to help Amador County, its cities, and ACTC develop and deliver prioritized State, federal, and locally funded projects or projects including but not limited to:

- Regional traffic mitigation fee projects (RTMF)
- Transportation Enhancement projects (TE or TEA)
- Congestion Management and Air Quality projects (CMAQ)
- Federal earmark projects (SAFETEA-LU)
- Safe Routes to School (SR2S)
- Highway Bridge Program (HBP)

PREVIOUS WORK

In past years ACTC has made numerous direct and indirect efforts to improve project delivery by local agencies and Caltrans in Amador County. Previous products include but are not limited to:

1. The ACTC's project monitoring forms and process.
2. Local Agency Manual for Processing Projects (LAMPP)
3. The ACTC's application of Caltrans' model DBE program.
4. Direct resource assistance and partnership funding for SHOPP and Minor projects.
5. ACTC project development and delivery management assistance

ACTC's assistance to the County and cities have helped to develop and deliver the following projects over the past three years:

- Pine Grove sidewalks, County, 2005
- Broadway Bridge, Jackson, 2005
- Peddler Hill TEA project, USFS, 2005
- Multi-modal parking facility, Jackson, 2006
- Sutter-Ione Road reconstruction, Sutter Creek, 2007
- Fiddletown Road bridge, County, 2007
- SR 49 Bypass Landscape TEA Project, Sutter Creek and Amador City, 2008

PROPOSED PRODUCTS

The proposed products from this work element will be:

- Develop and maintain scope, costs, schedule, and project monitoring information pertaining to local agency transportation projects (RTMF, TEA, CMAQ, SAFETEA-LU, SR2S, HBP, etc.)
- Develop, monitor, and maintain action item lists to ensure progress toward timely and cost effective delivery of all locally funded or Caltrans Local Assistance funded local agency transportation projects.

The list of projects that the ACTC will assist to develop and/or deliver in the next 2-3 years include:

- Old SR 49 Sutter Creek and Amador City bridge replacements, cities, 2009/10
- Sutter Hill Transit Center, Sutter Creek, 2008/09
- Ione Interim West Bypass (project development)
- SR 104/Prospect Drive relocation (project development)
- SR 49/Main Street intersection, Plymouth, 2010
- SR 88 Pine Grove Corridor (project development)

WORK ELEMENT 09/10-6 LOCAL PROJECT DEVELOPMENT AND DELIVERY_SUPPORT

TASKS/METHODOLOGY (All tasks are ongoing year-long activities)

1. The ACTC will amend its contract with Dokken Engineering to address product services listed above.
2. ACTC staff, the local project manager, and Caltrans Local Assistance staff will continue to facilitate regular meetings to identify the current status of each TEA, CMAQ, HBP, RTMF, SR2S, and SAFETEA-LU project, to identify and help to resolve problems impeding prompt project delivery and to set milestones or expectations to be monitored in follow-up workshops.
3. ACTC staff, the local project manager, and Caltrans will work together toward development and delivery of RTMF funded projects that benefit the State highway system.
4. Local project manager will maintain detailed charts showing scope, cost, schedule, and action items for each local project throughout their stages of development and delivery in binders located in the ACTC library.
5. Local project manager will assist ACTC staff in refining, maintaining and defending as necessary the ACTC's transportation funding strategy, most particularly scope, cost, and schedule information, in support of funding programs including but not limited to the RTMF program, a potential future sales tax measure, and any public/private or interagency cost sharing programs.
6. Local project manager will develop and maintain lists of federally funded projects (FTIP) including federal funding apportionments and authorizations. Local project manager will assist ACTC in monitoring timely use of Amador County's Obligational Authority (OA) including submission of OA reports to Caltrans.
7. Local project manager will provide cost estimates and help with concept designs for highway and other regional transportation improvements as part of the CMX (Work Element 08/09-5) and as part of the effort to identify and mitigate the impacts of new development (Work Elements 09/10-3 and 4).

FUNDING SOURCES/RESPONSIBLE AGENCIES

| SOURCE Responsible Agency | PPM Consultant Contract | RSTP Consultant | TOTALS |
|------------------------------|----------------------------|--------------------|----------|
| Consultant | 28,000 | \$4,000 | \$32,000 |

WORK ELEMENT 09/10-7 TRANSPORTATION FUNDING ASSISTANCE

PURPOSE

The purpose of this work element is to maintain a qualified consultant to assist the ACTC to maximize access to and use of available State, federal, and local funds for transportation purposes.

PREVIOUS WORK

ACTC has, over the past decade, developed expertise and success with respect to STIP and SHOPP funding (see previous work element 09/10-5). ACTC has begun to help the region acquire similar expertise and success with delivery of local traffic mitigation and Caltrans Local Assistance projects (see previous work elements 09/10-4 and -6). ACTC has also learned to develop local funding sources (with mixed results) such as the Regional Traffic Mitigation Fee Program (adopted) and the 2006 Amador County ½-cent transportation sales tax bond measure (failed). Recent legislation, including the federal SAFETEA-LU and the State's infrastructure bond measures along with Amador County's new federal non-attainment status (for air quality), have added time sensitive and complicated potential new transportation funding sources. ACTC has successfully begun to access these, including:

- Federal earmark (SAFETEA-LU)
- Corridor Mobility Improvement Account (CMIA - Proposition 1B)
- Congestion Mitigation and Air Quality (CMAQ - air quality attainment)

PROPOSED PRODUCTS

Proposed products of this work element will be successful access to, and timely expenditure of, the above listed funds as well as successful efforts to secure additional funds such as:

- State and Local Partnership (Proposition 1B)
- Infill and transit oriented development (Proposition 1C)
- Interregional transit grants (FTA 5311)
- Federal stimulus funds

Included in this effort will be development and successful implementation of a funding and phasing plan for the Amador Regional Transit System's Sutter Hill Regional Transit Center (SHRTC).

TASKS/METHODOLOGY (All tasks are ongoing year-long activities)

1. The ACTC will amend its contract with Dokken Engineering to address the products and services listed above and below.
2. Monitor State and federal legislation and funding agency development of guidelines and regulations pertaining to use of State and federal infrastructure and stimulus funds (Propositions 1B, 1C, 84, etc.). Assist ACTC, County, and cities in maximizing access to and use of said funds, including grant writing, meetings, contacts, etc.
3. Assist ACTC in efforts to understand the federal TIP, allocations, authorizations, and Obligation Authority and maximize use of federal funds available to Amador County.
4. Assist in timely use of State and federal funding programs including fulfillment of state and federal regulations pertaining to them. These programs include:
 - Federal earmark (SAFETEA-LU)
 - Federal reauthorization (2010)
 - Congestion Mitigation and Air Quality (CMAQ - air quality attainment)
 - Regional Traffic Mitigation Fee Program (RTMF)
 - Transportation Enhancement Activities (TEA)
 - Highway Bridge Program (HBP)

WORK ELEMENT 09/10-7 TRANSPORTATION FUNDING ASSISTANCE

TASKS/METHODOLOGY (continued)

5. Maintain updated funding and phasing plan for SHRTC based on changing information about project costs and funding opportunities/constraints.
6. Provide monthly SHRTC status reports including lists of milestones, outstanding actions and assignments, and progress made toward construction of Phase I in 2008/09 and “shelf-ready” plan for project completion in subsequent year(s).

FUNDING SOURCES/RESPONSIBLE AGENCIES

| SOURCE Responsible Agency | PPM Consultant Contract | RSTP Consultant | TOTALS |
|------------------------------|----------------------------|--------------------|----------|
| Consultant | \$4,000 | \$6,000 | \$10,000 |

WORK ELEMENT 09/10-8 TRI-COUNTY PARTNERSHIP IN INTEGRATED PLANNING

PURPOSE

The purpose of this work element is to develop a tri-county integrated planning process to address future growth and development and meet transportation infrastructure needs while protecting the environment and preserving the unique communities of the tri-county region.

In the Sierra foothills region of California, the need for economic development, affordable housing, equitable distribution of jobs and housing and other infrastructure is great. Development pressure on communities, the infrastructure and the existing transportation system is growing. Decisions on land use and infrastructure investment are made by a myriad of agencies at the federal, state, and local levels. Planning cycles differ making it difficult to coordinate plans and share planning data. It is critical to address the needs in a balanced and integrated way and to establish a framework that will institutionalize an integrated and collaborative planning process.

The tri-county integrated planning effort will utilize new planning and modeling tools to show the potential impacts of land use decisions on development patterns in the foothills. The UPlan model will be used to map possible future growth scenarios for discussions with local officials, communities, Tribal, and state and federal agencies that have involvement in the region's growth and development. Sharing of data and collaborative planning techniques across the three counties will be built into regional transportation plan updates, general plan updates and other infrastructure and environmental planning efforts.

The goal of the project is to enhance the planning data availability and technical capacity to integrate data with transportation models and to build collaborative partnerships for future planning in the tri-county region. Although Caltrans and the Blueprint program was awarded funds (\$400,000) to be shared by the Tri-Counties (Alpine, Amador, and Calaveras), this work element henceforth describes only Amador County's program.

PREVIOUS WORK

- Amador County RTP Updated adopted September 2004
- Amador County Traffic Model Recalibration, April 2005
- Amador County Board of Supervisors decision to adopt comprehensive Countywide General Plan Update, February 2005
- Amador County Board of Supervisors and ACTC cooperate to lead three Caltrans' funded Countywide Interagency Communication Summits, April, May, June 2005
- Discussions with Caltrans and U.C. Davis ICE and demonstrations of program capability and general agreement to pursue/proceed, March and May 2005
- Upgraded GIS and transportation modeling capability of ACTC and County staff, 2006 and 2007
- Incorporation of UPlan growth scenario modeling and mapping in regional transportation planning process, 2006 and 2007

PROPOSED PRODUCTS

- Enhanced community involvement using UPlan graphic presentation techniques & outreach.
- Tri-County integrated planning process in place.
- Include airport safety zones and noise controls.
- Document Tribal government-to-government relations.

WORK ELEMENT 09/10-8 TRI-COUNTY PARTNERSHIP IN INTEGRATED PLANNING

TASKS/METHODOLOGY

2005/06

1. Collect previously developed GIS mapping information as may be available. (July 2005-June 2006)
2. Correct or adjust base layer information (such as parcel maps, roadways, etc.) (July 2005-June 2006)
3. Add cities General Plan and zoning layers to similar information available for Amador County. (July 2005-June 2006)
4. Familiarize city councils, County Board of Supervisors, and each planning commission (city and County) with the UPLAN project. Obtain their support for the effort. (July 2005-June 2006)
5. Initiate Planners' Roundtable with city and County planning directors plus Caltrans and U.C. Davis (July 2005-June 2006)
6. Collect information about building permits issued between 1996-2006 to calculate current building trends for use within UPLAN (July 2005-June 2006)

2006/07

7. Develop UPLAN model test/demonstration using existing adopted city and County General Plan policies, growth assumptions, etc. (July 2006-June 2007)
8. Use the results to establish a base case scenario and educate planners, public, and local officials regarding how UPLAN works. (July 2006-June 2007)
9. Work with U.C. Davis to understand and apply general "masks" (public land, streams, etc.) (July 2006-June 2007)
10. Work with U.C. Davis to convert city/County General Plan designations to UPLAN classifications. (July 2006-June 2007)
11. Collect information about built vs. un-built (and partially built parcels) (July 2006-June 2007)
12. Work with U.C. Davis to understand how to show and quantify built environment by land use classifications and un-built environment by land use classifications for purposes of UPLAN modeling. (July 2006-June 2007)
13. Understand and apply base attractors for UPLAN (e.g., proximity of roads, spheres of influence, etc.) (July 2006-June 2007)
14. Understand and apply discouragements (e.g., wetlands, steep slopes, etc.) as UPLAN data layers (maps) are developed. (July 2006-June 2007)
15. Hold regularly scheduled Planners' Roundtable meetings (approximately every 6 weeks) to begin developing data and map layers (up to 30 layers are anticipated). (July 2006-June 2007)
16. One such layer will include airport land use, safety zones, and noise controls. (July 2006-June 2007)

2007/08

17. Contract with Fehr & Peers to create a link between UPLAN and the Tri-Counties pre-existing traffic models (TRANSCAD). A separate work element was developed to help fund this special purpose (see work element 2007/08-9). (July 2007-June 2008)
18. Contract with County Information Technology (IT) Agency to learn, operate and implement UPlan. (July 2007-June 2008)
19. Help County IT Agency update/correct essential parcel layer. (July 2007-June 2008)

WORK ELEMENT 09/10-8 TRI-COUNTY PARTNERSHIP IN INTEGRATED PLANNING

TASKS/METHODOLOGY (continued)

20. Help County IT Agency update/correct essential road layer. (July 2007-June 2008)
21. Meet with all three federally recognized Tribal Organizations of Amador region. (July 2007-June 2008)
22. Participate in workshops and conferences around California to share experiences in development and implementation of UPlan (Rural Blueprint). (July 2007-June 2008)
23. Work with County planning department, planning commission, and General Plan Advisory Committee to develop public involvement in development of data layers (maps) as well as understanding and acceptance of the UPLAN program. (July 2007-June 2008)

2008/09

24. Develop and conduct the all important UPLAN scenario testing involving Planners' Roundtable, planning commissions, General Plan Advisory Committee, and the public. (July 2007-June 2008)
25. Conduct post process analysis showing results of different scenarios tested and make adjustments to projected mapping layers as appropriate (e.g., if development is happening in location X, then certain size schools, water facilities, etc., would be required at location X). (July 2007-June 2008)
26. Work with city and County planning staff, planning commissions, and legislative bodies toward correct interpretation of the UPLAN outputs and resultant policies, programs to be considered in General Plans and other policy documents. (July 2007-June 2008)
27. Coordinate, consult and collaborate with the three Tribal Governments.

2009/10

28. The funding apportioned to Amador and Alpine Counties for this work element will be expended during FY 2008/09. Calaveras' apportionment of funding will continue into FY 2009/10. Work on Amador County's UPlan/Blueprint will be carried forward in 2009/10 using Blueprint grant funds per separate Work Element 09/10-19

FUNDING SOURCES/RESPONSIBLE AGENCIES

| Source Responsible Agency | Amador Blueprint Grant | Amador L.Match LTF | Alpine Blueprint Grant | Alpine Local Match | Calaveras Blueprint Grant | Calaveras Local Match | Total Blueprint Grant | Total Local Match | Total Blueprint & Match |
|---------------------------|------------------------|--------------------|------------------------|--------------------|---------------------------|-----------------------|-----------------------|-------------------|-------------------------|
| FY 05/06 | 23,635 | 5,909 | 0 | 0 | 0 | 0 | 23,635 | 5,909 | 29,544 |
| FY 06/07 | 5,866 | 1,467 | 29,009 | 7,253 | 41,096 | 10,275 | 75,971 | 18,995 | 94,966 |
| FY 07/08 | 83,760 | 20,938 | 5,635 | 1,409 | 83,808 | 20,953 | 173,203 | 43,300 | 216,503 |
| FY 08/09 | 40,307 | 10,076 | 1,485 | 371 | 38,115 | 9,529 | 79,907 | 19,976 | 99,883 |
| FY 09/10 | 23,907 | 5,928 | 0 | 0 | 23,010 | 7,099 | 46,917 | 13,027 | 59,944 |
| Total | 177,475 | 44,318 | 36,129 | 9,033 | 186,029 | 47,856 | 399,633 | 101,207 | 500,840 |

Fiscal year 08/09 and 09/10 amounts are estimates. Actual amounts will be determined at the close of fiscal year 08/09.

Total grant awarded to Tri-Counties is \$399,633 + \$101,207 (20%) local match. Per separate agreement all funds are processed through ACTC and ACTC's OWP Agreement.

WORK ELEMENT 09/10-9 CIRCULATION MAPPING EXERCISE

PURPOSE

The purpose of this work element is to establish and maintain concept plans for each state highway and city or county collector route in Amador County. The project will set up a GIS base mapping and spread sheet system for identifying ultimate (20-50 year) right-of-way needs, lane configurations, horizontal and vertical alignment, access control, landscaping, bicycle and pedestrian facilities, transit facilities, etc. This tool will aid Caltrans and local developers in understanding IGR and encroachment permit requirements as well as strategies for funding improvements. The purpose of this work element is also to establish cost estimates and a funding strategy for roadway and alternative transportation projects that are needed to meet future needs. It will also help to clarify regional transportation plan policies and implement RTP related programs.

PREVIOUS WORK

Work on the Circulation Mapping Exercise (CMX) project was begun in fiscal year 2005/06. It will be carried over into fiscal year 2009/10 and, if successful, into subsequent years as well. The initial CMX effort is focused on the Martell Area of Amador County where State Routes 49, 88 and 014 come together forming the commercial “core” area of the county.

- Update Amador County GIS base system initially established in 2004
- Show line work for highway and roadway improvements described in current traffic impact studies:
 - Martell Business Park Master Plan Amendment
 - Wicklow Way Development
- Include roadway improvement designs and cost estimates for projects identified in recently completed Project Study Reports
 - Project Study Report (Project Development Support) on Route 88 in Martell
 - Project Study Report-PDS on Route 49 in Jackson
 - Project Study Report-PDS for Sutter Street Extension
- Develop preliminary designs and cost estimates for bicycle, pedestrian, landscape and Neighborhood Electric Vehicle (NEV) facilities
- Established Transportation Policy Advisory Task Force (TPATF) with representatives from Amador County, City of Jackson, City of Sutter Creek and Caltrans
- Initiate TPATF workshops to clarify purpose of the project and establish recommendations for implementation of current 2004 RTP policies (October-December 2007)
- Continue TPATF workshops to review Martell CMX with cost estimates and possible funding strategies. Develop recommendations for city and county boards and councils.

PROPOSED PRODUCTS

The proposed result of the Martell CMX is to establish a recommended set of transportation improvements for the County’s central Martell Area. These recommendations will be presented in public workshops before planning commissions in Amador County, Sutter Creek and Jackson. They will subsequently be presented to the Amador County Board of Supervisors and the City Councils for Sutter Creek and Jackson for adoption (by ordinance or resolution). Assuming the project is successful, the cities of Plymouth, Jackson and Ione have all expressed interest in using the tool. The ACTC also intends to use CMX in the Pine Grove SR 88 corridor STIP project.

WORK ELEMENT 09/10-9 CIRCULATION MAPPING EXERCISE

TASKS/METHODOLOGY

2007/08 & 2008/09

1. Execute contract with Amador County Information Technology (IT) Geographic Information Systems (GIS) to take over the CMX work done in previous FY 2005/06 by Stantec Consulting and Dowling Associates Inc.
2. Working with County IT refine highway and county road design "line work."
3. Incorporate line work for bicycle and pedestrian facilities, landscaping, and transit facilities.
4. Establish cost estimates for all transportation facilities.
5. Establish Transportation Policy Advisory Task Force (TPATF) with representatives from Amador County, each affected city (Jackson and Sutter Creek), and Caltrans.

2009/10

6. Conduct task force meetings to establish recommendations for project designs, project prioritization, and proposed funding program/policies.
7. Present Martell CMX to citizens, property owners and Tribal organizations (July-Aug)
8. Hold public workshops with city and county planning commissions. (Aug-Sept)
9. Coordinate, consult, and collaborate with the three Tribal Governments. (Aug-Sept)
10. Hold hearings with County Board of Supervisors and city councils to establish a policy and program(s). (Oct-Nov)
11. Develop the CMX tool for use in other communities as determined by priority and funding. (Dec-Jan)

FUNDING SOURCES/RESPONSIBLE AGENCIES

| SOURCE Responsible Agency | RSTP Carryover Consultant | TOTALS |
|------------------------------|------------------------------|----------|
| Consultant | \$30,000 | \$30,000 |

WORK ELEMENT 09/10-10 AIR QUALITY ATTAINMENT

PURPOSE

Amador and Calaveras Counties were designated by the United States Environmental Protection Administration as the California Central Mountain Counties Non Attainment area for 8-hour ozone. The purpose of this work element is to comply with the Clean Air Act requirements including development of a required Central Mountain Counties 8-hour ozone attainment demonstration State implementation plan.

PREVIOUS WORK

- EPA designation as Central Mountain Counties Non Attainment area (Isolated Rural Non Attainment area for Amador and Calaveras Counties)
- Draft Procedures for Transportation Conformity for Central Mountain Counties
- Traffic model updates for Amador and Calaveras Counties
- Attendance and representation at Caltrans Mountain Counties Air Quality interagency consultation meetings and workshops

PROPOSED PRODUCTS

- Development of the transportation conformity analysis for the Central Mountain Counties of Amador and Calaveras.
- Transportation Emission Analysis for the 2002 Base Year.
- First (Partial) Draft State Implementation Plan (SIP)
- Involvement in the development of the interagency consultation procedures.

TASKS/METHODOLOGY (All tasks are ongoing year-long activities)

1. Attend Caltrans Mountain Counties Air Quality Non-Attainment workshops and meetings.
2. Monitor and participate in the process of developing procedures for transportation conformity.
3. Present the "Procedures for Transportation Conformity" to all involved agencies for their review and acceptance.
4. Calibrate Amador and Calaveras traffic models to match at Amador and Calaveras County boundaries including other adjacent county boundaries.
5. Coordinate the preparation of the traffic emission analysis for the 2002 base year.
6. Participate in the development of the SIP.
7. Participate in the review of significant transportation projects to determine if they are required to have an emission analysis to meet air quality conformity.

FUNDING SOURCES/RESPONSIBLE AGENCIES

| SOURCE Responsible Agency | RSTP Consultant | TOTALS |
|------------------------------|--------------------|---------|
| Consultant | \$8,000 | \$8,000 |

WORK ELEMENT 09/10-11 ALTERNATIVE TRANSPORTATION PLANNING ASSISTANCE

PURPOSE

In 2009/10 it has become clear that transportation planning is connected to land use planning and that our funding sources and our environment can no longer support highway widening, bypasses, and intersection signalizations as the only transportation solutions to be considered. The purpose of this work element is to retain a consultant qualified to assist the ACTC in developing bicycle, pedestrian, transit and other alternatives to automobile usage both in adopted city and county general plan land use and circulation elements and with ongoing review of major new land use development projects. This consultant will supplement and assist ACTC staff in efforts to integrate work done by ACTC traffic engineers (per work elements 2009/10-3 and 4) with city and County planning departments, Caltrans regional planning branch, and the public. Consultant will also serve as ACTC liaison with Amador Regional Transit System Agency (ARTS) to identify and insure performance improvements as required by TDA.

PREVIOUS WORK

- 2004 Amador County Regional Transportation Plan Update, adopted by the Amador County Board of Supervisors as the County General Plan Circulation Element (April, 4 2006)
- Amador County Summit Conferences (April 6, 2005, May 18, 2005, June 22, 2005)
- Amador County Pedestrian And Bicycle Transportation Plan and Pedestrian And Bicycle Design Guidelines And Recommended Standards (April 2006)
- Draft 2008 Amador County Transit Development Plan Update and Transit Design Guidelines Manual

PROPOSED PRODUCTS

- Implementation of Amador Countywide Pedestrian and Bicycle Transportation Plan, adopted by Amador County and all five cities.
- Implementation of the 2009 Amador County Long Range Transit Development Plan.
- Coordination, consultation and collaboration with the three federally recognized tribal governments in Amador County.

TASKS/METHODOLOGY (All tasks are ongoing year-long activities)

1. The ACTC will retain a qualified consultant to address the products and services describe above.
2. Consultant will assist ACTC staff and consultants in implementation of Amador Countywide Pedestrian and Bicycle Transportation Plan, adopted by Amador County and all five cities.
3. Consultant will serve as ACTC project manager for implementation of the 2009 Amador County Long Range Transit Development Plan.
4. Consultant will perform such other specific transportation planning data collection, analysis, meeting facilitation, and follow-up activities as requested by ACTC Executive Director and/or ACTC Planner/Program Manager.

FUNDING SOURCES/RESPONSIBLE AGENCIES

| SOURCE Responsible Agency | LTF Consultant Contract | TOTALS |
|------------------------------|----------------------------|----------|
| Consultant | \$16,000 | \$16,000 |

WORK ELEMENT 09/10-12 FOOTHILL RIDESHARE PROGRAM

PURPOSE

This work element manages and monitors the Foothill Rideshare program for Amador, Calaveras, and Tuolumne Counties. Increased interest and participation in this program is beginning to reduce the number of vehicle miles traveled (VMTs) on tri-county roads and highways. Continuing this program is critical for tri-county commuters to access, explore, and utilize transportation alternatives. Reducing VMTs reduces the use of natural resources, improves traffic flows, and reduces traffic congestion and the resultant impact to air quality. The managing and monitoring of this program includes improving ridematching results, improving the Web site presentation, marketing this program to the general public and employees through outreach events and advertising, and working with local transit services to improve ridership and service.

PREVIOUS WORK

- Held quarterly RTPA staff meetings with ACTC, CCOG, and TCTC: Sept, Dec 2008; Mar, June 2009 to assess the Foothill Rideshare program.
- Designed and printed marketing material for distribution to each RTPA.
- Distributed marketing materials (brochures and flyers) and ran newspaper and other ads.
- Presented the program and rideshare registration to the general public.
- Updated and modified the Foothill Rideshare Web site as necessary.
- Monitored rideshare participation.
- Worked toward establishing Park and Ride parking spaces throughout the tri-county areas.
- Explored Transportation Reimbursement Program in each county.

PROPOSED PRODUCTS

- Public outreach efforts to include traditionally under-represented and under-served populations such as elderly, disabled, low income and minority (i.e. Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander) communities/groups and community leaders.
- Joint RTPA staff/Foothill Rideshare quarterly meetings: Sept, December 2009; March, June 2010
- Newspaper and other ads
- Web site updates
- Park and Ride locations

TASKS/METHODOLOGY (All tasks are ongoing year-long activities)

1. Conduct and assist in employer presentations and public outreach events such as local health resources and environment-oriented fairs, media interviews, and overall marketing activities.
2. Evaluate/assess program with quarterly meetings.
3. Manage marketing material design/printing and supply each county with printed material.
4. Establish and monitor Park and Ride locations.
5. Monitor and update the Foothill Rideshare Website
6. Update registered rideshare participants as needed.

FUNDING SOURCES/RESPONSIBLE AGENCIES

| Responsible Agency | ACTC CMAQ | CCOG | TCTC | Carryover* | TOTAL |
|---------------------|-----------|----------|----------|------------|----------|
| ACTC/ Consultant | \$15,000 | \$20,000 | \$20,000 | \$5,000 | \$60,000 |

*Carryover funds: TBD

WORK ELEMENT 09/10-13 PLYMOUTH COMMUNITY BASED TRANSPORTATION PLAN

PURPOSE

The purpose of the Plymouth Community Based Transportation Plan will be to plan for transportation improvements along Highway 49 and throughout the city in a context sensitive and equitable way before proposed new development (including a possible large Tribally developed gaming facility) occurs. A Community Based Transportation Planning grant submitted to the State of California will be used to hold well advertised “town hall” meetings and bring together all stakeholders concerned about the future of the community and Highway 49, which passes through it. The project will assess projected growth and development in the City of Plymouth and surrounding area and insure that land use planning and transportation planning are logically linked.

PREVIOUS WORK

- City of Plymouth General Plan Circulation Element, May 1995
- 2004 Amador County Regional Transportation Plan Update and General Plan Circulation Element, April 2006
- City of Plymouth General Plan Land Use and Circulation Element Updates (in progress 2008/09)
- Martell Area Circulation Mapping Exercise (CMX) and funding program (in progress 2008/09)

PROPOSED PRODUCTS

The product will be a community based transportation plan (Plan) that is financially realistic, provides clear guidance to developers, is action oriented, and has broad public, business, and government agency acceptance. ACTC will coordinate and consult with the Tribal governments, including documenting Tribal government-to-government relations.

TASKS/METHODOLOGY

ACTC and the City would hire a consultant to conduct community stakeholder meetings in order to ascertain what the residents, business owners, City and traditionally under-represented and under-served population such as elderly, disabled, low income and minority (i.e. Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander) communities/groups want from their transportation system. ACTC will document Tribal government –to-government relations. The information received from these “town hall” meetings will then be incorporated into the ACTC-developed circulation mapping exercise (CMX) tool. ACTC has developed the CMX with the Amador County Information Technology Agency and Caltrans engineers as a tool to help improve efficiencies over the long term for State and local planning related process including system planning, IGR, encroachment permits, rights of way, access control, etc. The CMX tool takes high resolution aerial photographs and overlays information obtained from town hall meetings, various traffic impact studies done for proposed land use development projects, and other information obtained through the City’s General Plan Update process to visually show what the ultimate build out of the circulation system will be including rights of way, lane configurations, access control, etc. The CMX also diagrams alternative transportation facilities and enhancements such as bike lanes, sidewalks, transit facilities, neighborhood electric vehicle (NEV) lanes, landscaping, etc. The combination of community input coupled with the visual technology of the CMX provides the City with the information it needs to effectively plan long range for a sustainable community. The Plan includes cost estimates for all transportation related facilities and achieves a set of funding policies and programs to insure they are built before or when they are needed. The Plan will be used as an implementation measure for the City’s General Plan Circulation Element (which is currently being updated). (July – June)

FUNDING SOURCES/RESPONSIBLE AGENCIES

| SOURCE Responsible Agency | RSTP Consultant | CBTP GRANT Consultant | TOTALS |
|------------------------------|--------------------|--------------------------|----------|
| ACTC/Consultant | \$9,000 | \$43,500 | \$52,500 |

WORK ELEMENT 09/10-14 TRANSIT DEVELOPMENT PLAN LONG RANGE ELEMENT

PURPOSE

The purpose of this work element is to add a long-range element to the five year Transit Development Plan that was completed for the Amador Regional Transit System (ARTS) in 2007/08. The long-range element will consider land use and population growth changes from both the City and County General Plan update efforts as well as approved, pending and/or speculative new land use development proposals. It will identify the transit system's operational and capital improvement needs, their costs and potential funding sources over the next 20 to 50 years.

PREVIOUS WORK

The ARTS has prepared short range (five year) Transit Development Plan (TDP) Updates in fiscal years 1986/87, 1990/91, 1996/97, 2002/03, and 2007/08. The Region's Social Service Transportation Inventory was developed in 1981 and updated in 1986, 1989, 1994, 1998, and 2003. The Social Service Transportation Action Plan was developed in 1981 and updated in 1986, 1989, 1991, 1994, 1998, and 2003. In addition, a Transit Design Guidelines Manual was developed and adopted in 2008.

PROPOSED PRODUCTS

- Long Range Transit Development Plan to be adopted by ARTS Board of Directors. **This work element is being carried over from fiscal year 2008/09.**

TASKS/METHODOLOGY

1. Extend contract with LSC Consultants, who prepared the most recent short-range TDP and Transit Design Guidelines Manual. (July)
2. Collect data from City and County General Plan Updates and approved, pending and speculative land use development projects. (August)
3. Analyze data about projected land use with respect to existing ARTS services, the ARTS short-range TDP, and outlooks/opportunities for ARTS system expansion. (September)
4. Conduct public outreach and public interagency meetings to review data and discuss alternative policies, programs and plans for long-range improvements to transit service. Coordinate, consult and collaborate with the three Tribal Governments. Form interagency stakeholder and citizens advisory oversight committee. (October)
5. Develop administrative draft long-range Transit Development Plan. (November)
6. Review administrative draft with stakeholder group and affected agencies. (December)
7. Amend admin draft based on stakeholder/agency input and develop draft document. (January)
8. Provide draft document for public and interagency review. (February)
9. Conduct public meetings and workshops to receive and review comments on the draft long-range TDP. (March)
10. Prepare amendments to TDP long-range element based on public/agency input. (April)
11. Prepare and adopt final products. (May)

FUNDING SOURCES/RESPONSIBLE AGENCIES

| SOURCE Responsible Agency | LTF Consultant | Estimated LTF Carryover Consultant | TOTALS |
|------------------------------|-------------------|---------------------------------------|----------|
| ACTC/Consultant | \$20,000 | \$14,000 | \$34,000 |

WORK ELEMENT 09/10-15 AIR QUALITY MODELING

PURPOSE

The purpose of this work element is to analyze air quality and greenhouse gas impacts of future growth in Amador County. This analysis will provide decision makers with valuable information about how land use decisions affect air pollutant and greenhouse gas emissions related to transportation.

PREVIOUS WORK

ACTC is working with Amador County and the Cities to develop land use models for the County and Cities General Plan Updates using the "UPlan" model developed by U.C. Davis (see previous Work Element 2009/10-8). In addition, ACTC is utilizing the services of Fehr & Peers Transportation Consultants to maintain the Amador County "TransCAD" traffic model for use in analyzing relative traffic benefits or impacts of the different future land use "scenarios" being considered by the General Plan Updates.

PROPOSED PRODUCTS

The proposed product will include a report that documents the methods, assumptions, etc. used to prepare emissions estimates for each of five up to ten alternative General Plan land use scenarios. The report will include a brief discussion of factors that influence motor vehicle greenhouse gas emissions and EMFAC limitations in representing those factors. A draft version will be submitted for review and comment. Revisions will be prepared to address comments received as appropriate and a final report will be provided. **This work element is carried over from fiscal year 2008/09 for completion in 2009/10.**

TASKS/METHODOLOGY

1. Approve sole source findings and execute contract with Fehr & Peers Transportation Consultants. (December 2008)
2. Use Amador County TransCAD model to develop baseline transportation assessment to establish comparison thresholds for future air pollution and greenhouse gas emissions—baseline 2000. (Jan-Feb 2009)
3. Produce vehicle trip and VMT output for up to five ten General Plan land use scenarios—2030 horizon year. (Mar 2009 – Mar 2010)
4. Using output from Tasks 2 and 3, use most current version of CARBs mobile source emission factor model to quantify both greenhouse gas and criteria pollutant emissions for up to six countywide travel scenarios—include base year and five alternatives. Include consultation three Tribal governments. (Mar 2009 – Mar 2010)
5. Produce draft report. (April 2010)
6. Review draft report with agency and public comments. (May 2010)
7. Respond to comments and prepare final report. (June 2010)

FUNDING SOURCES/RESPONSIBLE AGENCIES

| SOURCE Responsible Agency | LTF Consultant Contracts | RSTP Consultant Contracts | TOTALS |
|------------------------------|-----------------------------|------------------------------|----------|
| FY 2008/09 | \$5,000 | \$17,500 | \$22,500 |
| FY 2009/10 | \$10,000 | \$8,400 | \$18,400 |
| Total | \$15,000 | \$25,900 | \$40,900 |

WORK ELEMENT 09/10-16 TRANSCAD +4D

PURPOSE

The purpose of this work element is to develop a "4-D" post-processor for the Alpine/Amador County TransCAD model. A 4-D post-processor will make the Alpine/Amador County model more sensitive to changes in the built environment that are associated with "sustainable development" strategies.

PREVIOUS WORK

ACTC is working with Amador County and the Cities to develop land use models for the County and Cities General Plan Updates using the "UPlan" model developed by U.C. Davis (see previous Work Element 2009/10-8). In addition, ACTC is utilizing the services of Fehr & Peers Transportation Consultants to maintain the Amador County "TransCAD" traffic model for use in analyzing relative traffic benefits or impacts of the different future land use "scenarios" being considered by the General Plan Updates.

PROPOSED PRODUCTS

The proposed product will include a report that documents the methods, assumptions, etc. used to prepare 4-D non-automobile analysis. The report will include a brief discussion of factors that influence 4-D non-automobile analysis. A draft version will be submitted for review and comment. Revisions will be prepared to address comments received as appropriate and a final report will be provided. **This work element is carried over from fiscal year 2008/09 for completion in 2009/10.**

TASKS/METHODOLOGY

1. Approve sole source findings and execute contract with Fehr & Peers Transportation Consultants. (December 2009)
2. Fehr & Peers will specify the formulation of the 4-D adjustments to be included in the post-processor based on the results of the SACOG 4-D estimation project from 2003. (Jan-Feb 2009)
3. Fehr & Peers will work with Amador County staff and review census data, output from the Alpine/Amador TransCAD model, GIS data, aerial photos, field visits, and other data sources to develop input variables including but not limited to average residential density, average non-residential employment density, assessable attractions per traffic analysis zone, qualitative assessment of pedestrian circulation design, etc. (Feb-Mar 2009)
4. Using local input variables identified per Task 3 develop 4-D processor, use 4-D processor to compare base case scenario with up to ~~five~~ ten General Plan alternative scenarios. Adjust number of vehicle trips generated per traffic analysis zone as necessary. (March-Oct 2009)
5. Develop 4-D post-processor spreadsheet, perform tests to assess the adequacy of the post-processor, and refine 4-D model as necessary. (March-Oct 2009)
6. Apply 4-D post-processor upon future year land use scenarios. The analysis results will include data on vehicle miles traveled and vehicle trips on a countywide or area specific basis. These data can also be used to adjust greenhouse gas and air quality emission estimates for future year scenarios. (March 2009 – March 2010)
7. Produce draft report. (April 2010)
8. Review draft report with agency and public comments. Include consultation with three Tribal governments. (May 2010)
9. Respond to comments and prepare final report. (June 2010)

FUNDING SOURCES/RESPONSIBLE AGENCIES

| SOURCE Responsible Agency | RSTP Consultant Contracts | TOTALS |
|------------------------------|------------------------------|----------|
| FY 2008/09 | \$26,750 | \$26,750 |
| FY 2009/10 | \$29,500 | \$29,500 |
| Total | \$56,250 | \$56,250 |

WORK ELEMENT 09/10-17 AMADOR COUNTY TRASCAD UPDATE

PURPOSE

The purpose of this work element is to update the Amador Countywide Traffic Model in anticipation of the 2009/10 Regional Transportation Plan Update.

PREVIOUS WORK

- The current Amador County Travel Demand Forecast Model was built using year 2000 census information and was updated in 2005 to run in the TransCAD platform (previously MINUTP)
- The Amador County traffic model includes Alpine County
- The model has been in continual use since its creation however it is now somewhat outdated since it uses year 2000 land use and transportation data

PROPOSED PRODUCTS

The product will be Alpine/Amador Travel Demand Forecast Model Update for 2009/10 (draft and final report). The report will describe the model development process plus calibration and validation results. The report will also contain a summary of model output files for the base and future year versions of the model. **This work element is carried over from FY 2008/09 for completion in 2009/10.**

TASKS/METHODOLOGY (ongoing)

1. Approve sole source findings and execute contract with Fehr & Peers transportation consultants (January 2009)
2. Update base year land use data information based on County's UPlan project. (June-August 2009)
3. Add additional Traffic Analysis Zones (TAZ) as necessary, especially Martell and other fast growing areas (June-August 2009)
4. Update new base year roadway network to reflect recent/current projects (June-August 2009)
5. Re-validate TransCAD model using traffic counts supplied by Amador County and Caltrans plus some additional counts to be collected by project consultant (June-August 2009)
6. Add A.M. and P.M. peak hour components and validate to traffic counts. (June-August 2009)
7. Develop future year roadway network horizon year (2030) to include planned or reasonably foreseeable future roadway projects (August-September 2009)
8. Prepare and summarize the output files for each version of the model, future year traffic forecast will be adjusted and color graphics produced for base and future year versions, they will also show adjusted daily volumes and LOS for up to 50 roadway segments. (August-September 2009)
9. Present model outputs to ACTC for review and comment, adjust model following presentation and revise model outputs as necessary. (August 2009-April 2010)
10. Provide updated Alpine/Amador model development report. (May 2010)

FUNDING SOURCES/RESPONSIBLE AGENCIES

| Fiscal Year | SOURCE Responsible Agency | PPM Consultant Contract | TOTALS |
|-------------|------------------------------|----------------------------|----------|
| 2008/09 | Consultant | \$10,000 | \$10,000 |
| 2009/10 | Consultant | \$30,000 | \$30,000 |
| Total | Consultant | \$40,000 | \$40,000 |

WORK ELEMENT 09/10-18 JACKSON COMMUNITY BASED TRANSPORTATION PLAN

PURPOSE

The purpose of the Jackson Community Based Transportation Plan will be to plan for transportation improvements along the Highway 49 and Highway 88 corridors through the City of Jackson in a context sensitive and equitable way. A Community Based Transportation Planning grant submitted to the State of California will be used to hold well advertised "town hall" meetings and bring together all stakeholders concerned about the future of the community and Highway 49, which passes through it. The project will assess projected growth and development in the City of Jackson and surrounding area and insure that land use planning and transportation planning are logically linked.

PREVIOUS WORK

- City of Jackson General Plan Land Use and Circulation Element Update, October 2004
- Jackson SR-88 Corridor Improvement Alternatives Analysis, November 2005

PROPOSED PRODUCTS

The product will be a Community Based Transportation Plan (Plan) that is financially realistic, provides clear guidance to developers, is action oriented, and has broad public, business, and government agency acceptance. ACTC will coordinate and consult with the Tribal governments, including documenting Tribal government-to-government relations.

TASKS/METHODOLOGY

ACTC and the City would hire a consultant to conduct community stakeholder meetings in order to ascertain what the residents, business owners, City and traditionally under-represented and under-served population such as elderly, disabled, low income and minority communities/groups want from their transportation system. ACTC will document Tribal government -to-government relations. The information received from these "town hall" meetings will then be incorporated into the ACTC-developed circulation mapping exercise (CMX) tool. ACTC has developed the CMX with the Amador County Information Technology Agency and Caltrans engineers as a tool to help improve efficiencies over the long term for State and local planning related process including system planning, IGR, encroachment permits, rights of way, access control, etc. The CMX tool takes high resolution aerial photographs and overlays information obtained from town hall meetings, various traffic impact studies done for proposed land use development projects, and other information obtained through the City's General Plan Update process to visually show what the ultimate build out of the circulation system will be including rights of way, lane configurations, access control, etc. The CMX also diagrams alternative transportation facilities and enhancements such as bike lanes, sidewalks, transit facilities, neighborhood electric vehicle (NEV) lanes, landscaping, etc. The combination of community input coupled with the visual technology of the CMX provides the City with the information it needs to effectively plan long range for a sustainable community. The Plan includes cost estimates for all transportation related facilities and achieves a set of funding policies and programs to insure they are built before or when they are needed. The Plan will be used as an implementation measure for the City's General Plan Circulation Element (which has recently been updated). (July – June)

FUNDING SOURCES/RESPONSIBLE AGENCIES

| SOURCE Responsible Agency | RSTP Consultant | CBTP GRANT Consultant | Other (City of Jackson) | TOTALS |
|------------------------------|--------------------|--------------------------|----------------------------|-----------|
| ACTC/Consultant | \$37,500 | \$300,000 | \$37,500 | \$375,000 |

WORK ELEMENT 09/10-19 AMADOR REGIONAL BLUEPRINT PLANNING

PURPOSE

The purpose of this work element is to continue and expand upon ACTC's UPlan Rural Pilot Project to establish a comprehensive and collaborative planning effort that can provide additional analysis to City and County General Plan update processes currently underway by demonstrating the affects that alternative land use scenarios have on air quality, environmental resources, community values, and the regional transportation system. This project will also be used to enhance the resources available for public involvement in the general plan update decision making processes by providing a modeling tool that illustrates the nexus between proposed land use planning scenarios and transportation planning for cumulative system demand under various alternatives.

PREVIOUS WORK

In that the ACTC has not been previously awarded funding under the California Regional Blueprint Program, no work has been previously accomplished under this work element, per se. However, it is important to note that ACTC is currently engaged in both transportation modeling and alternative land use scenario planning through the previously awarded UPlan Rural Pilot Project that was funded by Caltrans in 2005. The purpose of the UPlan project was to initiate, develop, and test the first rural modeling project of its kind in California. Under the UPlan Rural Pilot Project, ACTC and Amador County GIS Department have undertaken and completed extensive database development, refined discouragement and attraction attributes for the various layers of the database, and created weighting factors that are used in the model's technical analysis of likely locations and impacts of land use development. An intergovernmental steering committee was also created to involve staff with Amador County's Planning Department to assist with reviewing and refining the model's database and the scope of subsequent "post process analysis".

PROPOSED PRODUCTS

- Complete any outstanding data base development tasks. (Input Examples: Water Availability, Air Quality, Transit Corridors, Housing Allocation.
- Develop acceptable performance measures. (Examples: Traffic, Housing, Environmental, Health)
- Create Blueprint models for each General Plan alternative using input for those alternatives as the parameters for analysis.
- Run each Blueprint model for the various General Plan alternatives.
- Provide technical evaluation of each modeling result.
- Complete additional database development as needed for additional post-process analysis.
- Run post-process analysis on the various General Plan alternatives and provide results. (Examples: Air Quality modeling, traffic impact modeling, "4D" multi-modal model analysis.
- **This project is carried over from FY 2008/09 for completion in FY 2009/10.**

WORK ELEMENT 09/10-19 AMADOR REGIONAL BLUEPRINT PLANNING

TASKS/METHODOLOGY

1. Conduct Blueprint (UPlan) model public workshops. (February 2009-June (2009)
2. Review/extend contract with Amador County GIS Division for UPlan model development, maintenance, and implementation. (March 2009-June 2010)
3. Continue data collection efforts. (March 2009-June 2010)
4. Complete UPlan model run for County's "preferred" General Plan Land Use Alternative ("E"). (February 2009)
5. Analyze outputs of Alternative E compared to existing General Plan "base case" alternative and analyze/compare outputs with General Plan Advisory Committee (GPAC) recommended General Plan goals and objectives. (March 2009)
6. Prepare for and present information to public and to County Board of Supervisors and Planning Commission in public workshops. (March 2009)
7. Consult with cities, tribes, and Local Agency Formation Commission (LAFCO) regarding cities' spheres of influence and how County General Plan recommendations and UPlan plus post process analysis affect these boundary areas. (June-July 2009)
8. Consult with Pine Grove and upcountry town councils regarding how County General Plan and UPlan analysis affects upcountry communities. (June-July 2009)
9. Run post-process analysis including traffic model analysis (TransCAD), 4-D analysis, and air-quality analysis for Alternative E and the base case and other alternatives. Identify comparisons, identify problems in meeting GPAC, regional, or State goals or objectives. (March 2009-March 2010)
10. Compare additional alternatives including a "sustainable communities" alternative for the ACTC's Regional Transportation Plan (RTP) Update. (March 2009-June 2010)
11. Work with the County, cities, tribes, upcountry councils, and other stakeholders to try and secure consensus support for "sustainable communities" alternative. (March 2009-June 2010)

FUNDING SOURCES/RESPONSIBLE AGENCIES

| Fiscal Year | RSTP ACTC | RURAL BLUEPRINT Consultant Contract | TOTALS |
|-------------|--------------|--|-----------|
| 09/10 | \$20,000 | \$80,000 | \$100,000 |

WORK ELEMENT 09/10-20 PINE GROVE SR 88 CORRIDOR

PURPOSE

The purpose of this phase of work is to undertake a detailed analysis of constructing safety, operational and capacity improvements to SR 88 through the community of Pine Grove which will result in community consensus and preliminary design of the final preferred alternative. The Amador County Transportation Commission will work with the California Department of Transportation, local agencies, the citizens of Pine Grove, and affected stakeholders to analyze and refine previously studied alternatives for relieving traffic congestion while improving safety and operations on this segment of highway.

PREVIOUS WORK

During the summer of 2002, the Amador County Transportation Commission worked with the California Department of Transportation, local agencies, and the citizens of Pine Grove to analyze a full range of unconstrained alternatives available for relieving traffic congestion while improving safety and operations on this segment of highway. The ACTC, in cooperation with Amador County and the Pine Grove Civic Improvement Club, hosted a series of town hall meetings to receive initial community input in 2001 and 2002. ACTC consultants conducted an initial environmental constraints analysis and provided maps and conceptual improvement drawings that showed these alternatives. More than nine alternatives were analyzed in the beginning and a general community consensus established the top three conceptual alternatives for further consideration. However, significant constraints in regard to funding availability and community acceptance were identified in each of the three alternatives. These issues must be resolved before preliminary design of final preferred alternative can be completed.

PROPOSED PRODUCTS

The proposed product will be a final locally preferred alternative for the Pine Grove SR 88 Corridor Improvement Project that can move into the project design, environmental clearance, right of way acquisition, and construction phases. **This project is carried over from fiscal year 2008/09 and it will carry through into 2010/11.**

TASKS/METHODOLOGY

1. DATA COLLECTION (July-August 2009)
 - Public input
 - Conceptual project alternatives
 - Environmental data
 - Social and economic data
 - Other?
2. ANALYSIS (August-October 2009)
 - What are the costs and benefits (environmental, social, economical, political, etc.) of conceptual alternatives?
 - Does data show any critical flaws (show stoppers) regarding any conceptual alternatives?
 - Other?

WORK ELEMENT 09/10-20 PINE GROVE SR 88 CORRIDOR

TASKS/METHODOLOGY (continued)

3. FORM ALTERNATIVES (October 2009-February 2010)
 - Which conceptual alternatives should be refined to become realistic project alternatives?
 - Refine/define these alternatives for the Environmental Impact Report and a community decision.
 - Other?
4. ALTERNATIVE SELECTION (February-May 2010)
 - Hold town hall meetings concerning environmental documents and community highway corridor plan.
 - Hold town hall meetings to decide community consensus corridor project(s).
 - Other?
5. DRAFT PLAN (May-June 2010)
 - Present formal draft corridor plan, project report, and preliminary environmental analysis for review and comment by local, state, and federal agencies.
 - Other?
6. FINAL PLAN (June-August 2010)
 - Amador County Planning Commission, Board of Supervisors, and the ACTC adopt selected project(s) into the County General Plan Circulation Element and Regional Transportation Plan Update.
 - Caltrans finalizes PA&ED and requests funding for project design(s), right of way acquisition, and construction.

FUNDING SOURCES/RESPONSIBLE AGENCIES

| SOURCE Responsible Agency Fiscal Year | RSTP ACTC | RSTP Consultant Contract | FEDERAL EARMARK Consultant Contract | TOTALS |
|---|--------------|--------------------------------|--|-----------|
| 2009/10 | \$48,000 | \$52,000 | \$400,000 | \$500,000 |

WORK ELEMENT 09/10-21 REGIONAL TRANSPORTATION PLAN UPDATE SUPPORT

PURPOSE

It is necessary for the ACTC to update its 2004 Regional Transportation Plan (RTP). State law requires rural counties to update their RTP every five years. The Update will reflect changes to the local community including changes to traffic and circulation needs. The ACTC will attempt to coordinate the RTP Update with County and Cities' general plan updates that are currently underway. It is also necessary to update the RTP to reflect changes to the funding strategy that will result from the ACTC and government's efforts to ensure that new development pays its "fair share" towards traffic and circulation impacts. The 2009/10 RTP Update effort will include an update to the RTP's Program Level Environmental Impact Report.

PREVIOUS WORK

The ACTC concluded several years of significant effort in preparation and adoption of both the 1996/97 RTP Update and the 2004 RTP Update. Both Updates were subsequently adopted to serve as the Circulation Element for the Amador County General Plan. Both RTP Updates include Program Level Environmental Impact Reports.

PROPOSED PRODUCTS

The product of this work element will be the 2009/10 Regional Transportation Plan Update and Program Level Environmental Impact Report, both of which will conform to relevant State guidelines. **This work element is carried over from fiscal year 2008/09 and may not be concluded until 2010/11.**

TASKS/METHODOLOGY

1. Issue request for qualifications and conduct consultant selection process for consultants to provide environmental consultation and public outreach/public meeting facilitation assistance. (February – March 2009)
2. Establish consultant contracts. (February-March 2009)
3. Conduct public outreach and community education campaign includes; form stakeholder oversight committee including public, interagency, and tribal outreach. Host initial public meetings/hearings to explain background, purpose, ACTC functions, RTP guidelines, funding constraints, previous policies and to receive public input regarding guiding principles and criteria for the RTP Update. (April-August 2009)
4. Analyze existing conditions and complete a 2035 Traffic Demand Forecast for both base-case and build-out scenarios with Level of Service and deficiency analysis for stakeholder review. (June-August 2009)
5. Develop both an unconstrained and constrained Regional Roads Improvement Strategy Option for stakeholder review based on results from traffic demand and operations analysis, combining new and existing improvement projects and cost estimates, as well as preliminary constraints analysis. (July 2009-October 2009)
6. Incorporate new and existing alternative modal plans and programs to create a Multi-Modal Improvement Strategy Options Element for the RTP. (October 2009-February 2010)
7. Integrate the constrained Regional Roads and comprehensive Multi-Modal Improvement Strategies in order to develop an alternative traffic model scenario that will be the basis of the RTP's Sustainable Communities Strategy. (January 2010-May 2010)
8. Revise the Policy Element as needed. (June 2010)
9. Revise the Action Element as needed. (June 2010)
10. Revise the Financial Element as needed. (June 2010)

WORK ELEMENT 09/10-21 REGIONAL TRANSPORTATION PLAN UPDATE SUPPORT

11. Assemble and circulate administrative draft of the RTP for review and comment by participating agencies and stakeholders. (July 2010-August 2010)
12. Assemble and circulate administrative draft of the programmatic EIR for review and comment by participating agencies and stakeholders. (August-September 2010)
13. Incorporate revisions from administrative drafts then circulate draft RTP/EIR for public review. (October-November 2010)
14. Separate and respond to comments received on the circulation of the draft documents and revise as directed. Circulate the Final RTP & EIR with responses to comments and distribute as required. (December 2010 – February 2011))
15. Schedule public hearing to certify EIR & adopt RTP Update. (March 2011)

FUNDING SOURCES/RESPONSIBLE AGENCIES

| FISCAL YEAR | SOURCE Responsible Agency | LTF ACTC | PPM ACTC | RSTP Consultant | TOTALS |
|-------------|------------------------------|-------------|-------------|--------------------|-----------|
| 2008/09 | ACTC & Consultant | \$6,250 | -0- | \$16,250 | \$22,500 |
| 2009/10 | ACTC & Consultant | -0- | \$66,000 | \$14,000 | \$80,000 |
| 2010/11 | ACTC & Consultant | -0- | \$40,000 | -0- | \$40,000 |
| Totals | ACTC & Consultant | \$6,250 | \$80,000 | \$16,250 | \$102,500 |

**AMADOR COUNTY TRANSPORTATION COMMISSION
2009/10 OWP FUNDING SOURCE AND EXPENDITURE SUMMARY**

| FUNDING SOURCE | LTF | RPA | RSTP | LTF | PPM | RSTP | Grants* | Other** | Estimated Carryover*** | TOTALS | |
|--|-----------|---------|--------|-------------|---------|---------|---------|---------|------------------------|-----------|-----------|
| WORK ELEMENTS | ACTC | | | CONTRACTS | | | | | | GROSS | |
| 1. TDA Administration (Audit Consultant) | 15,000 | 216,000 | | 70,000 | | 40,000 | | | | 125,000 | |
| 2. Planning/Programming Adminlstration (MOT) | 4,000 | | | | 40,000 | | | | 44,000 | | |
| 3. Planning and Interagency Coordination | 118,000 | | | | | | | 334,000 | | | |
| 4. Traffic Engineering Assistance (F&P) | | | | | 48,000 | | | 48,000 | | | |
| 5. State Project Delivery Assistance (Maas) | | | | | 12,000 | 4,000 | | 16,000 | | | |
| 6. Local Proj Development & Support (Dokken-G) | | | | | 28,000 | 4,000 | | 32,000 | | | |
| 7. Transportation Funding Assist. (Dokken-B) | | | | | 4,000 | 6,000 | | 10,000 | | | |
| 8. Tri-County Partnership in Integrated Planning (County IT) | | | | | | | | 59,944 | 59,944 | | |
| 9. Circulation Mapping Exercise (County IT) | | | | | | | 0 | 30,000 | 30,000 | | |
| 10. Air Quality Attainment (Maas) | | | | | | | | 8,000 | | 8,000 | |
| 11. Alternative Transportation Planning Assistance | | | | 16,000 | | | | | 16,000 | | |
| 12. Foothill Ridesahre Program | | | | 0 | | | 15,000 | 40,000 | 5,000 | 60,000 | |
| 13. Plymouth CBTP | | | | | | 9,000 | 43,500 | | | 52,500 | |
| 14. TDP Update (LSC) | | | | 20,000 | | | | | 14,000 | 34,000 | |
| 15. Air Quality Modeling (F&P) | | | | | | 8,400 | | | 10,000 | 18,400 | |
| 16. TransCAD +4D | | | | | | 9,500 | | | 20,000 | 29,500 | |
| 17. Amador Co TransCAD Update | | | | | | 0 | | | 30,000 | 30,000 | |
| 18. Co- & Cities Pavement Mgmt System Updates | | | | | | 0 | | | | 0 | |
| 18. 22. Jackson CBTP | | | | 0 | | 37,500 | 300,000 | 37,500 | | 375,000 | |
| 19. Amador Regional Blueprint Planning (Co. IT) | | | 20,000 | | | | 57,000 | | 23,000 | 100,000 | |
| 20. Pine Grove SR 88 Corridor | | | 48,000 | | | 32,000 | 300,000 | | 120,000 | 500,000 | |
| 21. RTP Update Support | | | | | 66,000 | 14,000 | | | | 80,000 | |
| Totals | 137,000 | 216,000 | 68,000 | 106,000 | 110,000 | 260,400 | 715,500 | 77,500 | 311,944 | 2,002,344 | |
| TOTALS | \$421,000 | | | \$1,269,400 | | | | | | \$311,944 | 2,002,344 |

*Grants: #12 CMAQ; #13 CBTP, #19 Rural Blueprint, #20 Federal Earmark, #22 CBTP,

**Other #12 Calav/Tuol, #22 Jackson

***Carryover: #8 RBP/LM, #9 RSTP, #12 CMAQ/LTF, #14 LTF, #15 RSTP, #16 RSTP, #17 PPM, #19 RBP, #20 RSTP/FE

6/24/2009 11:10 AM

**AMADOR COUNTY TRANSPORTATION COMMISSION
2009/10 OWP PROJECT SCHEDULE**

6/17/09

| FUNDING SOURCE | JULY | AUG | SEPT | OCT | NOV | DEC | JAN | FEB | MAR | APR | MAY | JUNE |
|--|------|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|------|
| 1. TDA Administration (Audit Consultant) | | | | | | | | | | | | |
| 2. Planning/Programming Administration (MOT) | | | | | | | | | | | | |
| 3. Planning and Interagency Coordination | | | | | | | | | | | | |
| 4. Traffic Engineering Assistance (F&P) | | | | | | | | | | | | |
| 5. State Project Delivery Assistance (Maas) | | | | | | | | | | | | |
| 6. Local Proj Development & Support (Dokken-G) | | | | | | | | | | | | |
| 7. Transportation Funding Assist. (Dokken-B) | | | | | | | | | | | | |
| 8. Tri-County Partnership In Integrated Planning (County IT) | | | | | | | | | | | | |
| 9. Circulation Mapping Exercise (County IT) | | | | | | | | | | | | |
| 10. Air Quality Attainment (Maas) | | | | | | | | | | | | |
| 11. Alternative Transportation Planning Assistance | | | | | | | | | | | | |
| 12. Foothill Ridesahre Program | | | | | | | | | | | | |
| 13. Plymouth CBTP | | | | | | | | | | | | |
| 14. TDP Update (LSC) | | | | | | | | | | | | |
| 15. Air Quality Modeling (F&P) | | | | | | | | | | | | |
| 16. TransCAD +4D | | | | | | | | | | | | |
| 17. Amador Co TransCAD Update | | | | | | | | | | | | |
| 18. Co & Cities Pavement Mgmt System Updates | | | | | | | | | | | | |
| 18. 22. Jackson CBTP | | | | | | | | | | | | |
| 19. Amador Regional Blueprint Planning | | | | | | | | | | | | |
| 20. Pine Grove SR 68 Corridor | | | | | | | | | | | | |
| 21. RTP Update Support | | | | | | | | | | | | |
| 23. lone CBTP | | | | | | | | | | | | |

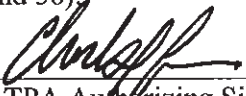
APPENDIX A
State Transportation Planning Process Certification

A fully executed version of this transportation planning process certification must be provided with each adopted, Final OWP.

State Transportation Planning Process Certification

In accordance with 23 CFR 450.334 and 450.220, Caltrans and Amador Co Transportation Commission Regional Transportation Planning Agency for County of Amador hereby certify that the transportation planning process is addressing the major issues in the regional planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(1); as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users;
- II. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) (Note – only for Metropolitan Planning Organizations with non-attainment and/or maintenance areas within the metropolitan planning area boundary);
- III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
- IV. Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded projects (FR Vol. 64 No. 21, 49 CFR part 26); and,
- V. The provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38).



RTPA Authorizing Signature
Executive Director

Title

Date

Caltrans District Approval Signature

Title

Date

APPENDIX B
FTA Certifications and Assurances

**FEDERAL FISCAL YEAR 2009 CERTIFICATIONS AND ASSURANCES FOR
FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS**

Name of Applicant: Amador County Transportation Commission

The Applicant agrees to comply with applicable requirements of Categories 01 - 23. X
OR

The Applicant agrees to comply with the applicable requirements of the following Categories
it has selected:

| <u>Category</u> | <u>Description</u> | |
|-----------------|---|-------|
| 01. | For Each Applicant. | _____ |
| 02. | Lobbying. | _____ |
| 03. | Procurement Compliance. | _____ |
| 04. | Private Providers of Public Transportation. | _____ |
| 05. | Public Hearing. | _____ |
| 06. | Acquisition of Rolling Stock. | _____ |
| 07. | Acquisition of Capital Assets by Lease. | _____ |
| 08. | Bus Testing. | _____ |
| 09. | Charter Service Agreement. | _____ |
| 10. | School Transportation Agreement. | _____ |
| 11. | Demand Responsive Service. | _____ |
| 12. | Alcohol Misuse and Prohibited Drug Use. | _____ |
| 13. | Interest and Other Financing Costs. | _____ |
| 14. | Intelligent Transportation Systems. | _____ |
| 15. | Urbanized Area Formula Program. | _____ |
| 16. | Clean Fuels Grant Program. | _____ |
| 17. | Elderly Individuals and Individuals with Disabilities Formula Program and Pilot Program. | _____ |
| 18. | Nonurbanized Area Formula Program. | _____ |

19. Job Access and Reverse Commute Program. _____
20. New Freedom Program. _____
21. Alternative Transportation in Parks and Public Lands Program. _____
22. Infrastructure Finance Projects. _____
23. Deposits of Federal Financial Assistance to State Infrastructure Banks. _____

FEDERAL FISCAL YEAR 2009 FTA CERTIFICATIONS AND ASSURANCES

SIGNATURE PAGE

(Required of all Applicants for FTA assistance and all FTA Grantees with an active capital or formula project)

AFFIRMATION OF APPLICANT

Name of Applicant:

Amador County Transportation Commission

Name and Relationship of Authorized Representative:

Executive Director

BY SIGNING BELOW, on behalf of the Applicant, I declare that the Applicant has duly authorized me to make these certifications and assurances and bind the Applicant's compliance. Thus, the Applicant agrees to comply with all Federal statutes, regulations, executive orders, and directives applicable to each application it makes to the Federal Transit Administration (FTA) in Federal Fiscal Year 2009.

FTA intends that the certifications and assurances the Applicant selects on the other side of this document, as representative of the certifications and assurances this document, should apply, as provided, to each project for which the Applicant seeks now, or may later, seek FTA assistance during Federal Fiscal Year 2009.

The Applicant affirms the truthfulness and accuracy of the certifications and assurances it has made in the statements submitted herein with this document and any other submission made to FTA, and acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. 3801 *et seq.*, as implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31 apply to any certification, assurance or submission made to FTA. The criminal fraud provisions of 18 U.S.C. 1001 apply to any certification, assurance, or submission made in connection with a Federal public transportation program authorized in 49 U.S.C. chapter 53 or any other statute.

In signing this document, I declare under penalties of perjury that the foregoing certifications and assurances, and any other statements made by me on behalf of the

Applicant are true and correct

Signature

Date: 6/15/09

Name Charles F. Field

Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant):

Amador County Transportation Commission

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has authority under state and local law to make and comply with the certifications and assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the certifications and assurances have been legally made and constitute legal and binding obligations on the Applicant.

I further affirm to the Applicant that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these certifications and assurances, or of the performance of the project.

Signature

Date: June 15, 2009

Name Nancy C. Miller

Attorney for Applicant

Each Applicant for FTA financial assistance (except 49 U.S.C. 5312(b) assistance) and each FTA Grantee with an active capital or formula project must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its signature in lieu of the Attorney's signature, provided the Applicant has on file this Affirmation, signed by the attorney and dated this Federal fiscal year.

APPENDIX C

California Department of Transportation

Debarment and Suspension Certification for Fiscal Year 2008/2009

As required by U.S. DOT regulations on governmentwide Debarment and Suspension (Nonprocurement), 49 CFR 29.100:

- 1) The Applicant certifies, to the best of its knowledge and belief, that it and its contractors, subcontractors and subrecipients:
 - a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
 - b) Have not, within the three (3) year period preceding this certification, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state, or local) transaction or contract under a public transaction, violation of Federal or state antitrust statutes, or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, state, or local) with commission of any of the offenses listed in subparagraph (1)(b) of this certification; and
 - d) Have not, within the three (3) year period preceding this certification, had one or more public transactions (Federal, state, and local) terminated for cause or default.
- 2) The Applicant also certifies that, if Applicant later becomes aware of any information contradicting the statements of paragraph (1) above, it will promptly provide that information to the State.
- 3) If the Applicant is unable to certify to all statements in paragraphs (1) and (2) of this certification, through those means available to Applicant, including the General Services Administration's *Excluded Parties List System (EPLS)*, Applicant shall indicate so in its applications, or in the transmittal letter or message accompanying its annual certifications and assurances, and will provide a written explanation to the State.